



# Eastgate/I-90

## Land Use & Transportation Project



**Outreach**

**Bike Ride**

**Summary**

**Report**

Prepared by the  
Transportation and  
Planning & Community  
Development Departments,  
August 2011



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**Participants at Enatai Beach Park before the ride**

## Summary

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The City of Bellevue, along with Cascade Bicycle Club, hosted an outreach bike ride on Tuesday, July 26, 2011 at 5:30 p.m. The purpose of the event was to solicit feedback from the cycling community on bicycle facilities in the corridor, especially alignment alternatives for the completion of Bellevue's missing link in the Mountains to Sound Greenway Trail. Senior Transportation Planner Franz Loewenherz was on hand, as well as the Executive Director of the Mountains to Sound Greenway Trust, Cynthia Welti, who is a member of the Eastgate/I-90 Citizen Advisory Committee. Citizen Advisory Committee member Lindy Bruce also attended the ride.

Cyclists were notified of the ride through City press releases and with the help of local interest groups, including CBC, MTSG, Project e-alert, Bicycle Alliance of Washington, Cascade Land Conservancy, Lakemont and Lakemont Ladies Cycling Club, Eastgate Cycling Club. The 7.5-mile route spanned the Eastgate/I-90 project area, with two stops for discussion. 42 cyclists participated in the ride. Follow up questionnaires were sent by email to provide opportunity for detailed feedback.

Responses during the ride and in the on-line questionnaire indicate that riders prefer the southern alignment because it is the most direct and continuous route. In total, 67 people took the on-line survey. Of the four alternatives presented, 64 percent of the respondents preferred the alignment along the south side of I-90, which is the same alignment adopted in Bellevue's 2009 Bicycle Pedestrian Plan (Existing Plan). Cyclists preferred this alternative at a ratio of approximately two to one over the second most preferred alignment (north of I-90, along SE Eastgate Way).

Regardless of preference expressed, many respondents requested facilities that connect the MTSG to other key destinations, such as Bellevue College, shopping, and transit. Respondents had suggestions for improving specific intersections in the corridor. The intersection which had the highest volume of safety concerns was the point at which the I-90 bike trail ends at the intersection of Factoria Boulevard and SE 36<sup>th</sup> Street. Conflict with right-turning vehicles exiting the freeway was cited as the most dangerous. Many participants expressed desire for more consistent bike lanes and signage along SE 36<sup>th</sup> Street and SE Eastgate Way. Cyclists welcomed the opportunity to provide input directly to city staff.



Photo: Henry Krass

**Participants travelling east on SE 36th St**

## Background

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Bike counts completed in 2010 indicate that the Eastgate Corridor is consistently the second most heavily used bike route in East King County, second only to the I-90 trail at Enatai. These two locations in Bellevue are among the most heavily used routes outside of Seattle, making this an important corridor for bicycle commuters in the region. (Cascade Bicycle Club, *Washington State Bicycle and Pedestrian Documentation Project*, January 2011.)

One of the stated goals of the Eastgate/I-90 Project, as directed by council, concerns closing the two-mile missing link in the Mountains to Sound Greenway Trail, in order to “improve the Eastgate Corridor’s urban design quality and coherence, recognizing the area as a major City gateway and prominent location on the Mountain to Sound Greenway.” Another concerns connectivity, and states a desire to address “the area’s numerous barriers such as its limited street and non-motorized (both pedestrian and bicycle) network.” The City recognized the need to hear from the cycling community specifically as it worked towards satisfying these goals.

## Purpose

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The primary purpose of the ride was to engage and solicit feedback from the current cycling community for the Eastgate/I-90 Project, with specific emphasis on alternatives to completing the “Eastgate Gap” in the Mountains to Sound Greenway Trail (MTSG). Although the project would have benefitted from including potential cyclists whose likelihood to consider cycling in the corridor would be increased by the MTSG Trail, it was simply not practical within the scope of this project.



Photo: Henry Krass

**Ride participants at the first discussion stop**

A bike ride was chosen because it was believed that a ride would engage more cyclists than conventional public input mechanisms, such as an open house or stand-alone survey. Although much of the data was collected in a follow-up on-line questionnaire, the ride event was intended to create excitement, with the belief that cyclists would be eager for the opportunity to discuss their experiences directly with city planners.

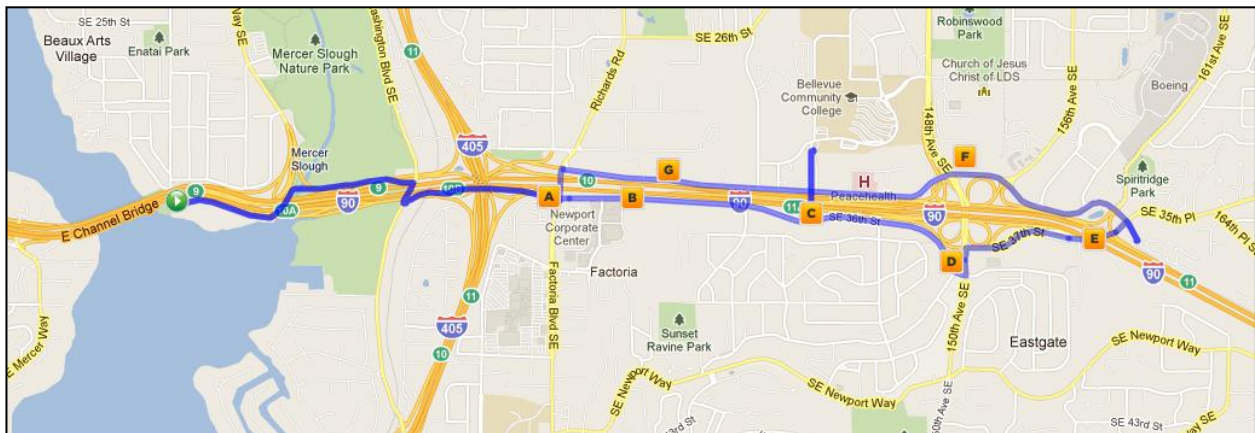
Cascade Bicycle Club co-hosted the ride, providing logistical support, shared liability, and access to their membership email lists to promote attendance to the ride.

## Methodology

Notification of the ride was conducted mostly through electronic media. Emails went out to members of the Eastgate Project e-alert list, lists from the cycling community, including Cascade Bicycle Club members within five miles of the project area, and members of the Mountains to Sound Greenway Trust. Email recipients were encouraged to invite other interested cyclists to attend. Press releases notified Bellevue residents. See appendix for detailed communications plan.

The event took place on Tuesday, July 26 at 5:30 p.m. in order to attract a wide range of cyclists. Many participants included this ride on their way home, as this route is part of their routine commute. 42 cyclists attended the ride.

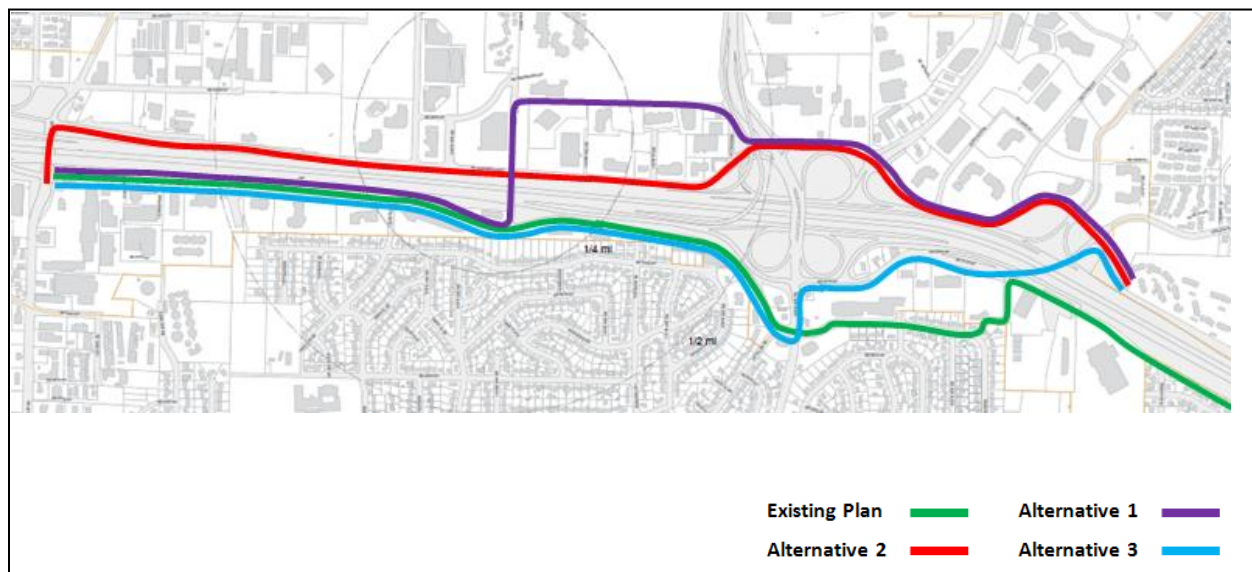
The route was selected to highlight discussion points in the corridor. Entering the study area on the southwest corner of Factoria Boulevard and SE 36<sup>th</sup> Street, the ride proceeded east across the corridor, with a detour over the 142<sup>nd</sup> Place SE bridge over I-90. Bellevue College was the first discussion stop. The ride proceeded eastbound on SE 36<sup>th</sup> to the tunnel under I-90, with another stop at the Sunset trailhead. Finally, the ride proceeded all the way back to the start along SE Eastgate Way. While it was not possible to tour all possible MTSG alternatives, at least some portion of each route was included.



**Map of the Outreach Bike Ride Route; A-G indicate road segments featured in on-line questionnaire.**



Before the ride began, each participant was given a hard copy of the route map showing the four alternatives. Narrative descriptors were found on the reverse.



**Four alternative alignments for the Mountains to Sound Greenway trail; "Existing Plan" refers to the alignment that was adopted in the 2009 Bike/Ped plan.**

After the ride, questionnaires were sent out by email. The recipient list included cyclists who participated, and also those who had responded to the invitation, indicating interest in participating in the public comment process. The questionnaire was designed to be completed in less than ten minutes. Respondents were asked to complete a brief set of profiling questions aimed at understanding their cycling abilities, and then asked to rank their preference for alignment alternatives, using the same graphic as was used on the ride. Respondents were also asked open-ended questions about their experience riding in other locations in the study area. Questionnaires were collected electronically over a 17-day period, until August 14, 2011. See appendix for complete questionnaire.

## Public Input Received

During event on July 26, 2011

### Comments from the First Discussion Session, SE corner of Bellevue College

After reaching Bellevue College and following a brief synopsis by City staff of the area, riders were asked what they thought of the stretch. The following are several of the comments provided during this discussion:

- A respondent questioned whether the proposed path/route along SE 36th Street would be a two-way, multi-use path, and suggested that the disparity in speed between downhill cyclists and either pedestrians or uphill cyclists would be considerable and problematic. City staff suggested that downhill riders could potentially be encouraged to instead ride in the street to avoid this conflict.



Photo: Henry Krass

**Cyclists and city staff at first discussion stop**

- Another stated that traffic in the college's parking lots is an issue when class is in session, creating a considerable safety hazard for bicyclists entering the campus. He said that he regularly experiences this conflict between bicyclists and motor vehicles.
- One person asked whether any consideration is being given to widening the multi-use path at the Mercer Slough, believing it to be too narrow to properly accommodate the number of bicyclists, runners and others that use it.
  - City staff responded that this subject was not among the issues being addressed by the project at the time. Staff added that existing facilities (such as that pathway) would not necessarily be removed simply because new facilities are built unless one must physically replace the other.
- Another rider indicated being dissatisfied with the 142nd Place bridge crossing. He wondered whether the sidewalk on one side of the bridge could be removed in order to replace it with a bicycle lane. He was told that doing so would preclude transit operating on that side of the street and would therefore not be possible. It was noted that an option of installing a cantilevered path may be a possibility, subject to engineering approval and cost estimates.

### Comments from the Second Discussion Session, Sunset trailhead

After reaching the I-90 Trail Eastgate Way Trailhead, riders were again asked for their thoughts about the preceding segment. The following are a number of the comments provided:

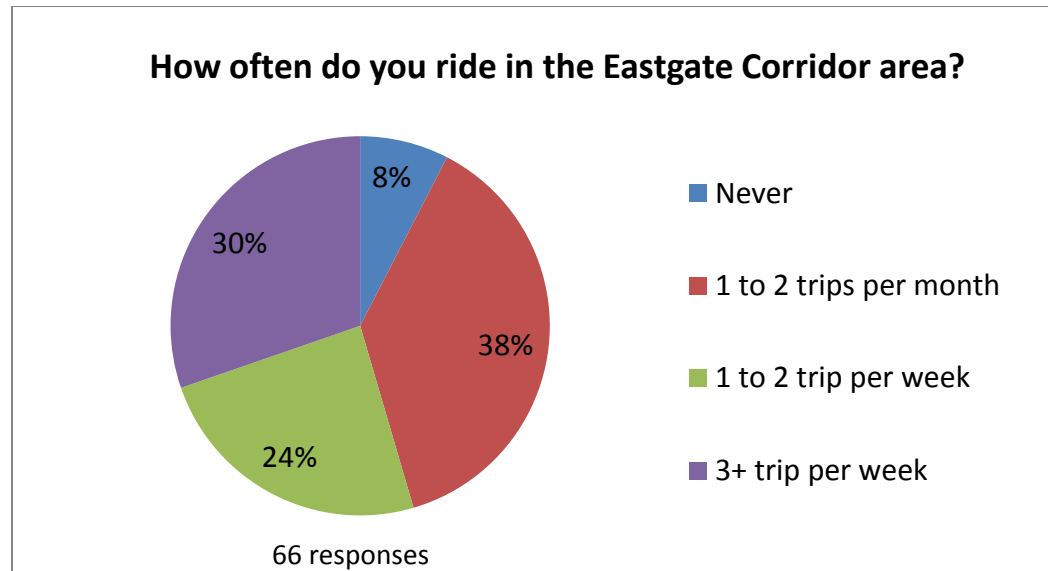
- One rider stated that “bikes don’t belong” in the SE 37th Street tunnel, a comment that found some support among other riders. Upon the mention of a barrier possibly being installed to separate bicyclists from motor traffic, this rider seemed to be at least somewhat interested, but another rider suggested that regardless of what is done, the tunnel must start to be better maintained, specifically mentioning a need for street sweepers to remove broken glass and other debris.
- Also related to the SE 37th St tunnel, another rider lamented—and others agreed—having to cross a freeway-entrance ramp and the right-lane split of SE 37th just before the tunnel. It was suggested that these portions made some riders uncomfortable/concerned about their safety.
- Another rider asked if there were any plans to alter the ‘s-turns’—the switchbacks about one mile further east on the trail from Eastgate Way & 37th St. There are no plans to change these switchbacks, as they are outside the scope of this project area. It may still be worth noting that several other riders, after the former’s mention of disliking the switchbacks, stated that they ‘love’ the switchback and wouldn’t want it changed anyway.
- One rider questioned the purpose of having multiple alternatives, wondering whether it was strictly for reasons of cost or if other motivations are also involved.
  - Staff stated that the reasons are not solely related to cost; the Citizen Advisory Council wanted multiple alternatives in order to coincide with the various land use options being considered.
- One rider wondered whether, given limited funding, project money could be better spent on widening shoulders and other similar endeavors, suggesting that these may be more reasonable and affordable.
- Several riders vocalized their agreement that the proposed alignments on the south side of I-90—both the existing plan and Alternative 3—seem to provide the best connections to the surrounding area, specifically citing the better access to residential neighborhoods as their reason for this perspective.



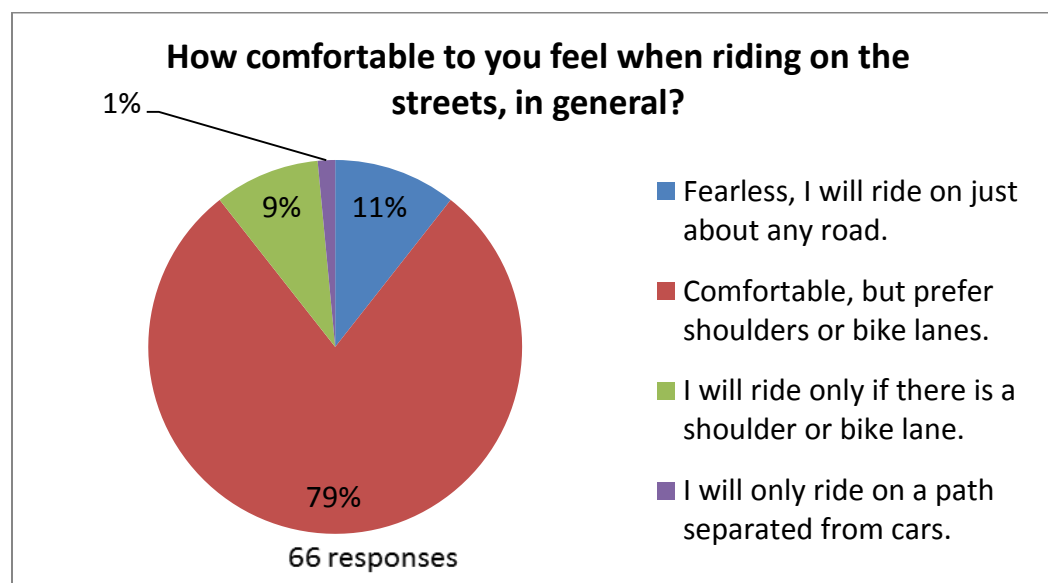
## On-line questionnaire response summary

### Profiling Questions:

The majority of respondents (89%) were between the ages of 25 and 65; more than half reside in Bellevue. More than one third ride three or more times per week in the corridor.



Nearly all respondents (80%) categorized their riding attitude as “comfortable, but prefer shoulders or bike lanes.” A small percentage (10%) identified themselves as “fearless,” with only one indicating they require a path separate from car.



## Mountains to Sound Greenway Alternative Preferences

Respondents were asked to rank preferences for the various MTSG alternatives presented. More than sixty percent of the respondents preferred the Existing Plan. In the comment sections, respondents indicated they liked this route primarily because of its directness.

### Respondents indicate preference for existing plan

1. Rank the following:					<a href="#">Create Chart</a> <a href="#">Download</a>
	1st Choice	2nd Choice	3rd Choice	4th Choice	Response Count
Existing Plan (2009 Bike/Ped): South of I-90, along SE 36th, continue on south side to Newport Way	63.6% (35)	18.2% (10)	7.3% (4)	10.9% (6)	55
Alternative 1: Begin south of I-90, cross over I-90 on the 142nd bridge and continue on north to Sunset trail	13.2% (7)	15.1% (8)	28.3% (15)	43.4% (23)	53
Alternative 2: North of I-90, along SE Eastgate Way	21.2% (11)	25.0% (13)	36.5% (19)	17.3% (9)	52
Alternative 3: South of I-90, along SE 36th St, cross under I-90 in tunnel to Sunset trail	10.0% (5)	42.0% (21)	24.0% (12)	24.0% (12)	50
Comments <a href="#">Show Responses</a>					24
answered question					58
skipped question					9

The following are several representative public comments on this alternative, from the on-line questionnaire:

"I find serious problems with all but the existing plans and do not feel there is a good second choice."

"Familiar and effective for bicycle 'though' traffic. Bike/bus commuters do nip across I-90 at the transit bridge, but there is no other advantage to crossing over there. SE 36th is a steady climb going east, but at least it is bordered on that side by a treed neighborhood part of the way. This route also takes cyclists near some amenities- grocery and drug stores, fast food and coffee shops. It's nice to have options!"

## Existing Bicycle Facilities

Respondents were asked open-ended questions about their experience cycling in the project area. Feedback was requested on seven different locations. Respondents described in great detail their experience traversing the corridor.

1. **Intersection of Factoria Blvd and SE 36<sup>th</sup> Street** – of the seven locations in the questionnaire, this one had the most negative comments, the fewest neutral to positive comments, and included the strongest language. Most of the concern had to do with the awkward transition between the trail and the roadway. Responses are summarized in table below.

“One of the most dangerous parts of my commute. I usually cross either Factoria Blvd or SE 36th St in the crosswalk with the pedestrian light. 75% of the time I am not seen by the drivers turning right from the freeway exit onto Factoria Blvd going south.”

“Extremely dangerous intersection”

“I’ve almost got hit here twice.”

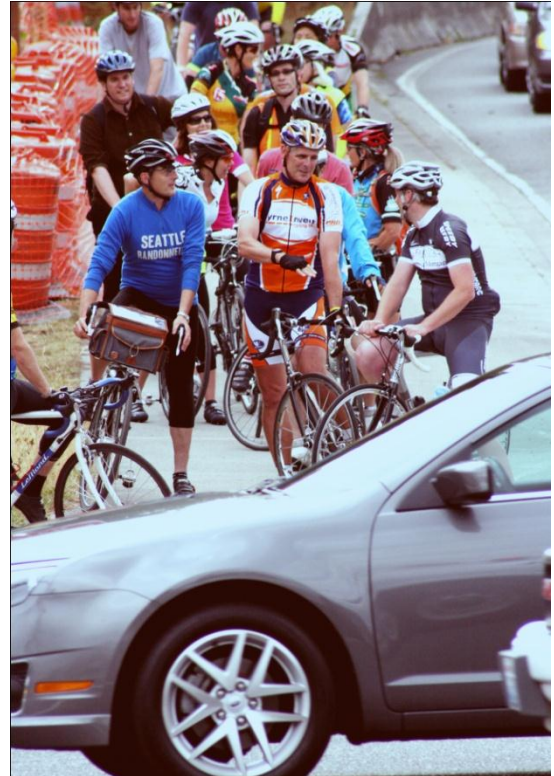


Photo: Henry Krass

**Cyclists exiting existing trail at Factoria Blvd.**

## Response categories for Intersection of Factoria Blvd and SE 36th Street

Comment	Percent	Number of responses
Neutral/positive	7	3
Trail connection concern	29	12
Intersection concern	58	24
Other	4	2



2. **Along SE 36<sup>th</sup> Street** – cyclists were generally pleased with the bike lanes in this section. This stretch received the most neutral to positive comments of any location in the questionnaire. Concerns with driveway conflicts were expressed.

“That's all pretty good both directions.”

“High traffic at times but bike lane is good.”

“Missing bike lane westbound just after 142nd place SE The new median to cross to the overpass near the Korean restaurant causes cyclists to take the lane in order to avoid being squeezed to the curb. Motorists aren't happy about that.”



Photo: Henry Krass

**Participants heading east on SE 36th Street.**

“A wider, constant bike shoulder heading east and west. It starts and stops and changes width now.”

#### Responses categories for SE 36th Street

Comment	Percent	Number of responses
Neutral/positive	52	20
Driveway/other conflicts	18	7
Bike lane concerns	15	6
Speed difference/other	13	5

3. **142<sup>nd</sup> Place SE Bridge Across I-90** – generally, this bridge was not of particular concern to most respondents, with nearly half providing neutral to positive comments. The comments expressing concern were varied in nature, with no clear problem or solution emerging as common to all. Many of the comments were not about the bridge itself but the intersection leading up to it.

“The bridge is fine, but making the left turn from SE 36th can be dangerous if there is traffic.”

“Just another intersection with a high volume of traffic so a cyclist has to be careful. Needs a Marked Bike Lane.”

#### Response categories for 142nd Place Bridge

Comment	Percent	Number of responses
Neutral/positive	43	16
Need bike lane/more room	32	12
Not familiar/do not use	13	5
Turn onto 142 <sup>nd</sup> concern	10	4

4. **Eastgate Interchange: 150<sup>th</sup> Ave SE and SE 36<sup>th</sup> and SE 37<sup>th</sup> Street** – this intersection was perceived as dangerous to many and in need of a bike lane and/or signage by many more.

“This is 150th is a mess and very dangerous. I have ridden a lot of places all across the country and that has more traffic coming from more directions than just about anywhere. A real challenge for the designers to keep the bikers out of harms way.”

“Bike lane markings through the intersection would be nice”

“I am always going straight so it is ok. Immediately prior to the intersection; an island was inserted leaving no room for a cyclist and a car at the same time. There is bike lane immediately prior and then.....squeeeeeeze”

#### Response categories for Eastgate Interchange

Comment	Percent	Number of responses
Neutral/positive	17	6
Dangerous (general)	34	12
Need bike lane/signage	28	10
Not familiar/do not use	11	4
Other	2	1

5. **Tunnel under I-90 (SE 37<sup>th</sup> Street to SE 35<sup>th</sup> Way)** – many indicated they did not use the tunnel, others found it “scary.” Keeping the tunnel free from debris was cited as an issue by several respondents. Not seen as a viable alternative for MTSG.

“Scary, dark, hard for eyes to adjust”

“Try not to use. Scary. Too dark, too narrow.”

“Sharrows would be good, to alert motorists to presence of bikes (this is my daily commute path).”

#### Response categories for tunnel under I-90

Comment	Percent	Number of responses
Neutral/positive	5	2
Dangerous/scary	45	18
Narrow/need bike lane/signage	25	10
Not familiar/do not use	20	8
Debris	7	3

6. **Intersection of SE Eastgate Way and 150<sup>th</sup> Ave SE** – traffic volumes and no room for cyclists at the intersection were common themes. This intersection prompted some of the strongest language of all responses.

“I avoid this one like the plague!”

“Needs a separate lane for through bicyclists on Eastgate Way”

“I feel like I'm taking my life in my hands every time I'm anywhere near this section of road on my bike.”

“This is the worst intersection for cyclists to get through safely. Please provide well marked bicycle lanes to go through especially eastbound on Eastgate Way”

#### Response categories for SE Eastgate Way and 150th SE

Comment	Percent	Number of responses
Neutral/positive	25	9
Dangerous/busy	22	8
Need bike lane/signage	19	7
Not familiar/do not use	19	7
Actively avoid	11	4



7. **Along SE Eastgate Way** – general comments were made about the business of the road, and need for more bike lanes and markings. Additional comments about the difficulty intersection of SE Eastgate Way and Richards Road. Some concern over number of driveway conflicts.

“I hate it when you get to Factoria Blvd and have to go under I-90 on the road. It seemed very unsafe to get back the the trail on the south side.”

“At least there's a wide shoulder in the eastbound direction - that's good and should be duplicated for westbound.”

“Up hill is fine except for thorned vines growing into the bike lane and glass. The downhill section scares me because of gravel and glass on the road.”



Photo: Henry Krass

**Cyclists in the Eastgate/I-90 Corridor.**

#### Response categories for SE Eastgate Way


Comment	Percent	Number of responses
Neutral/positive	20	8
Need bike lane/signage	22	9
Not familiar/do not use	22	9
Busy/debris/other	12	5
Driveway and I-90 conflicts	12	5

## Appendices

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### Appendix I: Invitation/communications plan

Emails were sent to email lists of various cycling and planning groups. Groups were given basic information and asked to personalize it for their user base. See example below.



**Take a Bike Ride in the Greenway**  
**Planning a New Eastgate Corridor Trail Link**  
July 26, 2011

Join the City of Bellevue and Cascade Bicycle Club for a bicycle ride on **Tuesday, July 26 at 5:30 pm** at [Enatai Beach Park](#).

This is a great opportunity to help plan for the future of the Eastgate Corridor. Join representatives from the Mountains to Sound Greenway Trust and City of Bellevue for a loop ride from Enatai to the Sunset Trailhead and back. You'll be able to learn more about Mountains to Sound Greenway trail options that are being explored, and provide your input to transportation planners on how to make this important corridor more bike-friendly. We'll be back to Enatai Beach Park around 6:45 pm.

To learn more about the ride please visit the Cascade Bicycle Club [posting](#). No registration is necessary, but an RSVP is appreciated. Please visit <http://www.surveymonkey.com/s/eastgateI-90corridorbikeride>.

**Note: Because this is a joint Cascade Bicycle Club/City of Bellevue ride, all participants will be expected to sign two waiver forms.**

[Forward this Message to a Friend](#) | [mtsgreenway.org](http://mtsgreenway.org) | 206.382.5565 | [Facebook](#)

## Email Notification Summary

<b>Electronic vehicles (1:many)</b>	<b>Circulation</b>
Cascade Bicycle Club	
• Braking News	14,000
• Email announcement to members in within 5 miles of study area	4,600
Eastgate/I-90 Corridor Study e-alert	900
Mountains to Sound Greenway list	1,462
Cascade Land Conservancy	unknown
Lakemont Cycling Club	Approx. 100
Lakemont Ladies Cycling Club	85
Bicycle Alliance of Washington	400-500
<b>Personal invitations (1:1 or 1:few)</b>	
Citizens Advisory Council	n/a
Bellevue College Sustainability Coordinator Deric Gruen	n/a
Veloce Velo Marketing Mgr Megann Haid	n/a
REI Issaquah Outreach Mgr Kathy Baril	n/a
John Duggan – Cycling attorney	n/a
Pacific Bicycle	n/a
<b>Print</b>	
Press release	unknown
Neighborhood News	unknown
Cascade Bicycle Club <i>Courier</i>	14,000



## Appendix II: Questionnaire

# Eastgate/I-90 Project Outreach Bike Ride July 26, 2011

## 1. Background information

Thank you for taking the time to participate in this survey. Your input is important as we consider bicycle facility improvements in the Eastgate/I-90 Corridor, and complete the missing link in the Mountains to Sound Greenway multi-use trail. The survey should only take about five minutes.

### 1. What is your age?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-65
- ☐ Over 65

### 2. What is your zip code?

### 3. How often do you ride in the Eastgate Corridor area?

- ☐ Never
- ☐ 1-2 trips per month
- ☐ 1-2 trips every week
- ☐ 3+ trips per week

### 4. What type of cyclist do you consider yourself? (check all that apply)

- ☐ Recreational
- ☐ Commuter
- ☐ Competitive
- ☐ Fitness
- ☐ Other

Other

### 5. How comfortable do you feel when riding on streets, in general?

- ☐ Fearless, I will ride on just about any road.
- ☐ Comfortable, but prefer shoulders or bike lanes.
- ☐ I will only ride if there is a wide shoulder or bike lane.
- ☐ I will only ride on a path separated from cars.

## Eastgate/I-90 Project Outreach Bike Ride July 26, 2011

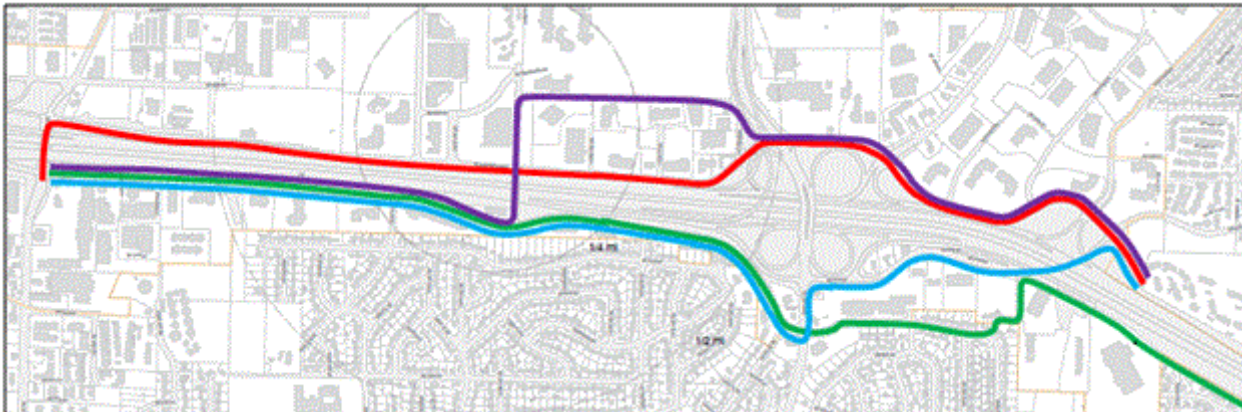
### 6. Did you participate in our ride on the evening of July 26?

- ☐ Yes
- ☐ No

Do you have any comments about the event?

## 2. Mountains to Sound Greenway Trail Options

The image below shows several alternatives for completing the Mountains to Sound Greenway Trail through the Eastgate area, as discussed on the ride. Please rank your preference for each alternative.



Existing Plan		Alternative 1	
Alternative 2		Alternative 3	



# Eastgate/I-90 Project Outreach Bike Ride July 26, 2011

## 1. Rank the following:

	1st Choice	2nd Choice	3rd Choice	4th Choice
Existing Plan (2009 Bike/Ped): South of I-90, along SE 36th, continue on south side to Newport Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 1: Begin south of I-90, cross over I-90 on the 142nd bridge and continue on north to Sunset trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 2: North of I-90, along SE Eastgate Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 3: South of I-90, along SE 36th St, cross under I-90 in tunnel to Sunset trail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comments

## 3. Existing bike facilities

We would like to get your feedback on how to improve existing bike facilities in the area. Please tell us about your typical experience when riding your bike in the following seven locations. For more information on each location, refer to the points of interest A-G on the map on <http://www.mapmyride.com/routes/view/43431552>. Please be specific.

### 1. Intersection of Factoria Blvd and SE 36th Street

### 2. Along SE 36th Street

### 3. 142nd Place SE bridge across I-90

### 4. Eastgate Interchange: 150th Ave SE and SE 36th and SE 37th St

## Eastgate/I-90 Project Outreach Bike Ride July 26, 2011

### 5. Tunnel under I-90

### 6. Intersection of Eastgate Ave SE at 150th Ave SE

### 7. Along Eastgate Way

## 4. Almost done!

Just two more questions to help us improve our public input process.

### 1. Please tell us what you liked and did not like about the event on July 26.

### 2. Do you have any other comments?

## Appendix III: Complete survey results with comments

# Eastgate/I-90 Project Outreach Bike Ride July 26, 2011



## 1. What is your age?





		Response Percent	Response Count
Under 18		0.0%	0
18-24		1.5%	1
25-65		89.2%	58
Over 65		9.2%	6
answered question			65
skipped question			2

## 2. What is your zip code?






	Response Count
	64
answered question	64
skipped question	3







### 3. How often do you ride in the Eastgate Corridor area?

		Response Percent	Response Count
Never		7.6%	5
1-2 trips per month		37.9%	25
1-2 trips every week		24.2%	16
3+ trips per week		30.3%	20
answered question			66
skipped question			1



### 4. What type of cyclist do you consider yourself? (check all that apply)

		Response Percent	Response Count
Recreational		71.2%	47
Commuter		40.9%	27
Competitive		10.6%	7
Fitness		62.1%	41
Other		1.5%	1
Other			2
answered question			66
skipped question			1

## 5. How comfortable do you feel when riding on streets, in general?

		Response Percent	Response Count
Fearless, I will ride on just about any road.		10.6%	7
<b>Comfortable, but prefer shoulders or bike lanes.</b>		<b>78.8%</b>	<b>52</b>
I will only ride if there is a wide shoulder or bike lane.		9.1%	6
I will only ride on a path separated from cars.		1.5%	1
answered question			<b>66</b>
skipped question			<b>1</b>

## 6. Did you participate in our ride on the evening of July 26?

		Response Percent	Response Count
Yes		39.4%	26
<b>No</b>		<b>60.6%</b>	<b>40</b>

Do you have any comments about the event? 24

answered question			<b>66</b>
skipped question			<b>1</b>

## 7. Rank the following:

	1st Choice	2nd Choice	3rd Choice	4th Choice	Response Count
Existing Plan (2009 Bike/Ped): South of I-90, along SE 36th, continue on south side to Newport Way	<b>63.6% (35)</b>	18.2% (10)	7.3% (4)	10.9% (6)	55
Alternative 1: Begin south of I-90, cross over I-90 on the 142nd bridge and continue on north to Sunset trail	13.2% (7)	15.1% (8)	28.3% (15)	<b>43.4% (23)</b>	53
Alternative 2: North of I-90, along SE Eastgate Way	21.2% (11)	25.0% (13)	<b>36.5% (19)</b>	17.3% (9)	52
Alternative 3: South of I-90, along SE 36th St, cross under I-90 in tunnel to Sunset trail	10.0% (5)	<b>42.0% (21)</b>	24.0% (12)	24.0% (12)	50

Comments 24

answered question 58

skipped question 9

## 8. Intersection of Factoria Blvd and SE 36th Street

Response  
Count

41

answered question 41

skipped question 26

## 9. Along SE 36th Street

Response  
Count

38

answered question

38

skipped question

29

## 10. 142nd Place SE bridge across I-90

Response  
Count

37

answered question

37

skipped question

30

## 11. Eastgate Interchange: 150th Ave SE and SE 36th and SE 37th St

Response  
Count

35

answered question

35

skipped question

32

## 12. Tunnel under I-90

Response  
Count

40

answered question

40

skipped question

27



### 13. Intersection of Eastgate Ave SE at 150th Ave SE

Response  
Count

36

answered question

36

skipped question

31

### 14. Along Eastgate Way

Response  
Count

40

answered question

40

skipped question

27

### 15. Please tell us what you liked and did not like about the event on July 26.

Response  
Count

33

answered question

33

skipped question

34

### 16. Do you have any other comments?

Response  
Count

26

answered question

26

skipped question

41

**Page 1, Q2. What is your zip code?**

2	98008	Aug 8, 2011 11:42 AM
3	98008	Aug 8, 2011 10:16 AM
4	98040	Aug 5, 2011 2:54 PM
5	98004	Aug 4, 2011 11:47 AM
6	98004	Aug 4, 2011 9:40 AM
7	98008	Aug 3, 2011 8:35 PM
8	98006	Aug 3, 2011 7:54 PM
9	98008	Aug 3, 2011 7:53 PM
10	98004	Aug 3, 2011 2:02 PM
11	98059	Aug 3, 2011 1:36 PM
12	98004 [004]	Aug 3, 2011 12:38 PM
13	98005 [005]	Aug 3, 2011 11:38 AM
14	98007 [007]	Aug 3, 2011 10:13 AM
15	98058 [058]	Aug 3, 2011 10:07 AM
16	98005 [005]	Aug 2, 2011 7:33 PM
17	98027 [027]	Aug 2, 2011 5:58 PM
18	98027 [027]	Aug 2, 2011 5:44 PM
19	98004 [004]	Aug 2, 2011 4:34 PM
20	98105 [105]	Aug 2, 2011 1:54 PM
21	98006 [006]	Aug 2, 2011 11:37 AM
22	98007 [007]	Aug 1, 2011 10:20 PM
23	98006 [006]	Aug 1, 2011 9:48 PM
24	98027 [027]	Aug 1, 2011 8:10 PM
25	98006 [006]	Aug 1, 2011 8:10 PM
26	98006 [006]	Aug 1, 2011 7:47 PM
27	98006 [006]	Aug 1, 2011 7:26 PM
28	98006 [006]	Aug 1, 2011 11:55 AM
29	98027 [027]	Aug 1, 2011 11:41 AM
30	98029 [029]	Aug 1, 2011 7:24 AM

**Page 1, Q2. What is your zip code?**

31	98043 [043]	Aug 1, 2011 6:32 AM
32	98027 [027]	Jul 31, 2011 10:16 PM
33	98006 [006]	Jul 31, 2011 6:17 PM
34	98006 [006]	Jul 31, 2011 5:18 PM
35	98007 [007]	Jul 31, 2011 3:29 PM
36	98006 [006]	Jul 31, 2011 3:14 PM
37	98004 [004]	Jul 31, 2011 2:43 PM
38	98006 [006]	Jul 31, 2011 2:34 PM
39	98040 [040]	Jul 31, 2011 1:56 PM
40	98075 [075]	Jul 31, 2011 12:05 PM
41	98006 [006]	Jul 31, 2011 11:57 AM
42	98027 [027]	Jul 31, 2011 11:08 AM
43	98006 [006]	Jul 31, 2011 10:31 AM
44	98006 [006]	Jul 31, 2011 10:17 AM
45	98006 [006]	Jul 31, 2011 9:37 AM
46	98006 [006]	Jul 31, 2011 9:29 AM
47	98075 [075]	Jul 31, 2011 7:42 AM
48	98006 [006]	Jul 29, 2011 11:40 PM
49	98039 [039]	Jul 29, 2011 6:14 PM
50	98052 [052]	Jul 29, 2011 5:00 PM
51	98008 [008]	Jul 29, 2011 4:43 PM
52	98075 [075]	Jul 29, 2011 3:11 PM
53	98004 [004]	Jul 29, 2011 2:52 PM
54	98004 [004]	Jul 29, 2011 2:44 PM
55	98007 [007]	Jul 29, 2011 2:30 PM
56	98006 [006]	Jul 29, 2011 2:17 PM
57	98008 [008]	Jul 29, 2011 2:07 PM
58	98005 [005]	Jul 29, 2011 1:47 PM
59	98040 [040]	Jul 29, 2011 1:44 PM

**Page 1, Q2. What is your zip code?**

60	98027 [027]	Jul 29, 2011 1:34 PM
61	98006 [006]	Jul 29, 2011 1:32 PM
62	98005 [005]	Jul 29, 2011 1:30 PM
63	98008 [008]	Jul 29, 2011 1:22 PM
64	98115 [115]	Jul 27, 2011 4:40 PM

**Page 1, Q4. What type of cyclist do you consider yourself? (check all that apply)**

1	working on commuting	Aug 1, 2011 8:10 PM
2	Shopping/Errands	Jul 31, 2011 2:43 PM

**Page 1, Q6. Did you participate in our ride on the evening of July 26?**

1	It was very well organized	Aug 10, 2011 4:04 PM
2	Good event and interesting to see the full corridor and hear some of the thoughts that have gone into it.	Aug 4, 2011 11:47 AM
3	great idea; thanks for putting it on	Aug 3, 2011 7:53 PM
4	The ride was very well organized and informative.	Aug 3, 2011 2:02 PM
5	I was quite amazed this had been reviewed over and over, and proposed new options won't happen until 2030! did I hear that right? Another example of government inefficiency!	Aug 3, 2011 1:36 PM
6	It was too short	Aug 3, 2011 12:38 PM
7	Thanks for raising awareness of riding the corridor area.	Aug 3, 2011 10:13 AM
8	No, except that it was fun to ride in a group (my first time). I'm inspired to do it more now!	Aug 3, 2011 10:07 AM
9	I didn't even know about it.	Aug 2, 2011 7:33 PM
10	wish I had been available to ride- it's in my 'hood!	Aug 1, 2011 9:48 PM
11	It is great to be asked.	Aug 1, 2011 8:10 PM
12	Thanks for holding it and seeking cyclists' input! This is the best perspective to obtain for your project!!	Aug 1, 2011 7:47 PM
13	It was an interesting evening. The rider group seemed to be a pretty diverse group - young/old, male/female, fit/less fit, commuter/recreational, etc. I was	Aug 1, 2011 11:55 AM



**Page 1, Q6. Did you participate in our ride on the evening of July 26?**

interested in seeing the alignments presented, but would have preferred to see them ahead of time (via email) because I thought the map was hard to read with no street markings. I thought the text on the opposite side was wordy and verbose. I was a little confused as to the purpose of the event. My understanding was that rider feedback was desired. After a few questions/comments, it became clear that I was mistaken. Comments and questions didn't seem welcome or were dismissed. I found this to be odd, because the person leading kept asking for input. Altogether very confusing for me. I understand that some of the questions may have been off-point, however, instead of having those comments dismissed those riders should have been told where they could find answers to their concerns.

14	good to see so many participants. would have like to have ridden farther with group. may have been good to split up in to smaller groups for discussions.	Aug 1, 2011 11:41 AM
15	well done event; enjoyed the opportunity to view corridor routes	Aug 1, 2011 6:32 AM
16	I think asking for input from cyclists is great. I am most concerned about getting killed by drivers of cars and trucks who are not paying attention to cyclists, especially when they are on their cell phones.	Jul 31, 2011 10:16 PM
17	great idea, conflicted with my work schedule	Jul 31, 2011 6:17 PM
18	Was out of town for work, otherwise would have been there.	Jul 31, 2011 12:05 PM
19	I think it is fantastic that you held this event for cyclists.	Jul 31, 2011 10:17 AM
20	Thank you for providing this event. I was unable to attend but would have liked to.	Jul 31, 2011 9:37 AM
21	nice to have input	Jul 29, 2011 9:55 PM
22	I applaud the that you for the outreach	Jul 29, 2011 6:14 PM
23	Was out of town	Jul 29, 2011 2:17 PM
24	Great ride, but I didn't understand the project, the map was almost useless, and I still don't understand what the options actually are	Jul 29, 2011 2:07 PM

**Page 2, Q1. Rank the following:**

1	The existing route was my favorite option because this southern route is a bit more separated from I-90 than the northern option along Eastgate Way. However, this is a slight preference rather than some sort of deal-breaker. I'll ride along the path, wherever you put it. That said, I really didn't care for the option that went through the tunnel--it seemed unnecessarily expensive and not very pleasant.	Aug 10, 2011 4:07 PM
2	Alternative one provides views of Lake Sammamish and the Cascade Mountains. Alternative One also provides continuity with Issaquah's connection on SE Newport Way.	Aug 8, 2011 11:50 AM

**Page 2, Q1. Rank the following:**

3	No matter which plan is chosen, appropriate modifications need to be made to connecting streets/bike routes. For instance bikelane/shoulder in tunnel; 142nd bridge bike lanes/shoulder. I notice that there are no bus stops on the 142nd street bridge, so the east sidewalk could be removed to create shoulders without structural changes to the bridge.	Aug 8, 2011 10:22 AM
4	I really didn't like going thru the tunnel at I-90, but I like the connection to the west end of the Sunset trail so I was somewhat conflicted. I think the existing plan gives me most of what I want so that's why I chose it and you don't have to deal with the i-90 tunnel.	Aug 4, 2011 11:55 AM
5	Alternatives 1, 2 and 3 all connect to the Sunset Trail Head. But the Sunset Trail out to W Lake Sammamish Parkway is pretty crappy, with the root damage and the so-called "repairs" within the past couple years that have made it even rougher.	Aug 3, 2011 9:16 PM
6	I think we should minimize any crossing of i-90 - stay on the south side all the way.	Aug 3, 2011 8:38 PM
7	crossing across 142nd is difficult and alot of wasted effort for no gain. Traffic through the intersection at the gas stations isn't very safe. The north side of I-90 is safer provided there is safe connectivity at Factoria/Richards Rd.	Aug 2, 2011 7:35 PM
8	The 'green/existing' plan familiar and effective for bicycle 'though' traffic-bike/bus commuters do nip across I-90 at the transit bridge, but there is no other advantage to crossing over there. SE 36th is a steady climb going east, but at least it is bordered on that side by a treed neighborhood part of the way. This route also takes cyclists near some amenities- grocery and drug stores, fast food and coffee shops. It's nice to have options! The Bellevue College area in Alternative One is very congested.	Aug 1, 2011 10:11 PM
9	The connection to Newport Way and improvement to Newport Way is critical. I don't actually like the alternatives; tried to rank as best as I could.	Aug 1, 2011 8:21 PM
10	My biggest concern (have called city and county) is the crossing of Factoria Blvd. The traffic lights between cars and crosswalk are in direct conflict and just asking for a collision!	Aug 1, 2011 7:49 PM
11	I would like to see a new trail through Lincoln Center utilized for pedestrian Mountain to Sound travel and better access to the P&R via 142nd bridge improvements. For me, Alternative 1 meets those criteria.	Aug 1, 2011 4:43 PM
12	did not like the tunnel/underpass section. Also - like to avoid having to change lanes in traffic; route finding was pretty diffiult during this ride - not automatic to one not used to existng trails	Aug 1, 2011 6:36 AM
13	The I 90 tunnel is terrifying for cyclists as you cannot tell where cars are coming from. I have used this tunnel and I don't like it at all.	Jul 31, 2011 10:23 PM
14	existing plan is best route to issaquah/copugar mt areas	Jul 31, 2011 6:18 PM
15	Unknown... I wasn't on this trip...	Jul 31, 2011 4:20 PM
16	The questions seems to be the purpose of the trail. To connect Mountains to Sound, or to loop the trail through businesses and colleges. My strong preference is to connect Issaquah to Bellevue on a direct route. Excellent access	Jul 31, 2011 9:52 AM

**Page 2, Q1. Rank the following:**

to BC and offices exist already....but safety on Newport Way is a HUGE issue. Using Newport Way for MtoS would provide a SAFE direct commute/cycling route, plus enhance an area that is virtually un-walkable. Newport Way is dangerous for walkers, bus stop users and cyclists...however it remains the most direct east west route and will continue to be used, regardless if other areas are enhanced. Aside from the, Alternates 1 & 2 drop riders/walkers into the Sunset Elem. area. Currently a very dangerous hairpin turn exists on that route, making it extremely difficult to use in wet or dark times. I would not venture onto that hairpin near Sunset Elem if I was a commuter. Regardless of the hairpin, dropping riders/walkers on W.Lake Sam, with the nasty round-a-bout; school bus/parent traffic; and fire station is not the best choice. These two alternatives also ask walkers/runners to climb the hill to the north side of the college, this is an unnecessary elevation change if the goal is trying to enhance movement from east-west. Alternative 3 does not address the Newport Way issue and drops riders/walkers onto W.Lake Sammamish in the Sunset Elementary school area. At least it does not ask trail users to climb north above the college and the LDS Temple before descending back to lake level.

17	This map is impossible to read...greatly affecting my ability to make a decision	Jul 31, 2011 9:31 AM
18	I find serious problems with all but the existing plans and do not feel there is a good second choice. If forced to choose I would do as indicated.	Jul 29, 2011 6:18 PM
19	Have available a bike lane or just simply a marked shoulder on the road.	Jul 29, 2011 5:10 PM
20	Existing Plan is fine. I recommend that a bike path or equivalent be provided from the the Eastgate Park & Ride lot that would join the I-90 bike corridor.	Jul 29, 2011 2:48 PM
21	A connection to Bellevue College is valuable to commuters from North Bellevue.	Jul 29, 2011 2:32 PM
22	I don't understand how any of the alternatives connect to the existing greenway, which appears to be coming from the south side of I-90 on this map. The map is very confusing since it has small scale, doesn't identify any of the streets, and doesn't show existing greenway clearly.	Jul 29, 2011 2:11 PM
23	Newport Way is by far the better alternative to get from Bellevue to Issaquah. Sunset trail is not viable due to the hill and the lack of safe riding conditions on West Lake Sammamish.	Jul 29, 2011 1:38 PM
24	ggqwertwertwert wertwertwert	Jul 27, 2011 4:41 PM

**Page 3, Q1. Intersection of Factoria Blvd and SE 36th Street**

1	This is indeed a hazardous intersection, so some sort of signage for drivers might be in order here. There seems to be a designated "bike box" for bikes heading west on SE 36th, but putting one in place for folks leaving the bike path and heading [Trail connection concern]	Aug 10, 2011 4:14 PM
2	Busy Intersection. Keep things simple [Intersection concern]	Aug 8, 2011 11:55 AM
3	This is a very dangerous intersection for bicycles. I have seen close calls in the crosswalk across Factoria Blvd at the start of the crosswalk and the end of the	Aug 8, 2011 11:02 AM

**Page 3, Q1. Intersection of Factoria Blvd and SE 36th Street**

	crosswalk. Southbound bikes (or bikes turning from SE 36th St) on Factoria Blvd heading to the trail have problems with cars turning right from the freeway offramp. Maybe a no turn on Red from the freeway offramp and no turn on red from north bound Factoria Blvd would help bikes at the end of the crossings. Stopping the cars on the freeway ramp a couple of car lengths back could allow bikes to move into the appropriate lanes - you could even add a bike lane for left turn and a bike lane for straight. The Freeway ramp widening for this might be able to be done with the ongoing new trail creation. [Trail connection concern]	
4	Busy but civilized. Westbound sometimes hard to turn onto the sidewalk. [Trail connection concern]	Aug 5, 2011 3:06 PM
5	Pretty tough intersection with lots of stuff to look out for. Sure would be great if there was a tunnel under Factoria Way [Trail connection concern]	Aug 4, 2011 12:12 PM
6	Current bicycle lane is sort-of improvement though it's still difficult to get across to bike path while westbound on SE 36th St during high-traffic times. [Trail connection concern]	Aug 3, 2011 9:36 PM
7	It would be good to provide clear striping for cycle lanes through this intersection (from the I-90 bike lane exit to SE 36th) [Trail connection concern]	Aug 3, 2011 9:30 PM
8	extend the bike lane/section to direct cyclists onto the bike path. change position of one of the two access ramps onto the bike path. one points you into the cars turning right and the other causes you to ride close to the drivers turning left onto factoria [Trail connection concern]	Aug 3, 2011 8:00 PM
9	Very crowded intersection. Long wait to cross. [Intersection concern]	Aug 3, 2011 2:19 PM
10	dicey, but not worth the money to do a bridge, you just need to be careful crossing. [Intersection concern]	Aug 3, 2011 1:40 PM
11	The road westbound needs to be widened so that Rush Hour traffic has a place to wait. Currently east of the traffic light cars get jammed up at the point where they move into the Right Turn Lane and makes it difficult for a bicycle to ride thru that mess and can be dangerous if the Drivers aren't aware a cyclist is behind them, This occurs during afternoon Rush Hours. [Trail connection concern]	Aug 3, 2011 1:12 PM
12	Hectic. Am very mindful of traffic in all intersections, especially traffic making free right turns. [Intersection concern]	Aug 3, 2011 10:21 AM
13	Going west, the bike lane works well as you come down the hill to the light. [Neutral/positive]	Aug 2, 2011 9:19 PM
14	very very unsafe. Even if you use the "Walk signal" cross walks, the intersection is not designed properly for cyclist traffic. This issue needs to be addressed either with a bypass, similar to 148th, or cyclist only signals. [Trail connection concern]	Aug 2, 2011 7:39 PM
15	Cars don't look turning right when coming off I-90 East. I cross with the crosswalk but need to make sure to make eye contact with drivers first [Trail connection concern]	Aug 2, 2011 5:51 PM
16	strange confusion of lanes and signals. Too much traffic to be safe for bikers [Trail connection concern]	Aug 1, 2011 10:38 PM

**Page 3, Q1. Intersection of Factoria Blvd and SE 36th Street**

17	Crossing this intersection going N or S to/from Richards Road is part of my commute. First off, crosswalk signal buttons are awkwardly placed for cyclists- I have to ride off the path to reach them. Crossing I-90 off/on ramps often requires quite a long wait, and it's hard to make sure motorists are checking the cross walk. There's not really enough room at the SW corner to accommodate pediatricians, and cyclists entering/leaving the bike path- I am often in someones' way. [Trail connection concern]	Aug 1, 2011 10:29 PM
18	When going W at end of day, cars turning right are backed up into bike lane. When going E from trail, it is dangerous to start from intersection due to cars turning right. If one tries to flow with the traffic and go straight, it is unsafe attempting to reach the middle lane from the trail. [Trail connection concern]	Aug 1, 2011 8:21 PM
19	Cars on off ramp heading east for right turn onto Factoria are clueless about the crosswalk! I have nearly been hit several times and nearly always have to wait to for cars and buses to stop before I head east on crosswalk. Both right turn lane AND crosswalk have green light SIMULTANEOUSLY, creating dangerous conflict in paths!! I have called several times to address this and am told there is nothing that can be done; I don't buy it. [Trail connection concern]	Aug 1, 2011 7:58 PM
20	a bit dangerous with free right turning drivers. Basically an ok way to get across a very busy street [Intersection concern]	Aug 1, 2011 7:31 PM
21	Better signage from the north for directions to I-90 bike path. Better traffic signage (and signals) at the intersection, advising motorists of bicycle traffic. If it were possible to paint a bike collection area on the pavement, this might give bikers an on-road safety zone and cars better recognition of the presence of bikers who are sharing the road. [Trail connection concern]	Aug 1, 2011 4:56 PM
22	Eastbound - very dangerous with a walk signal for bikes and steady green arrow for turning cars into the lane of bike traffic Westbound - traffic getting off the freeway (eastbound) have blocked the get on ramp to the sidewalk for cyclists heading west - perhaps a painted stripe on the road to the sidewalk. [Trail connection concern]	Aug 1, 2011 12:14 PM
23	This is very dangerous for cyclists; lots of fast moving traffic and vehicles do not respect cyclist on the road. Biker Beware [Intersection concern]	Jul 31, 2011 10:39 PM
24	place bike sharrows in lane that goes straight at intersection, or place a green zone ahead of cars for bikes going up 36th [Intersection concern]	Jul 31, 2011 6:27 PM
25	Crossing this intersection can be risky because of cars turning right on red. [Intersection concern]	Jul 31, 2011 4:22 PM
26	Need protection when crossing from 36th street to and from bike path from cars turning right off of freeway downramp. [Trail connection concern]	Jul 31, 2011 2:43 PM
27	not good [Intersection concern]	Jul 31, 2011 1:57 PM
28	Scary road crossing. Need signs that indicate to WATCH FOR CYCLISTS. [Trail connection concern]	Jul 31, 2011 12:12 PM
29	The traffic lane improvements are great! The only thing I have noticed, is that westbound in this intersection, the bike lane conflicts with the left turning cars. If a left turning car swings wide, or a cyclist cuts the turn just a little bit, in an attempt to line up with the bike curb cut on the opposite side, the car and bike	Jul 31, 2011 10:32 AM



**Page 3, Q1. Intersection of Factoria Blvd and SE 36th Street**

	occupy the same space. Additionally the curb cuts on the west side of the intersection are difficult to access when drivers are exiting the freeway and turning right on to Factoria Blvd. [Trail connection concern]	
30	Hard to cross Factoria Blvd - cars turning right, lots of traffic [Intersection concern]	Jul 31, 2011 7:45 AM
31	Good [Neutral/positive]	Jul 29, 2011 11:43 PM
32	Dangerous intersection, surprised that there are not more accidents there. [Intersection concern]	Jul 29, 2011 10:02 PM
33	Continue to go when the light is green.	Jul 29, 2011 6:42 PM
34	A short light. Brakes up bike groups very often. [Intersection concern]	Jul 29, 2011 6:31 PM
35	I'm usually coming from or returning to the I-90 trail here. Very busy intersection requiring cyclists to combine pedestrian and vehicular makes connect with the trail difficult at times, especially with the one-way ramp there. [Trail connection concern]	Jul 29, 2011 3:19 PM
36	Good interchange, easy to cross. [Neutral/positive]	Jul 29, 2011 2:28 PM
37	This crossing has never bothered me. But the one on the N side of I-90 at Richards & Eastgate way is quite painful when I'm riding down from the P&R trying to get to the I-90 path. [Trail connection concern]	Jul 29, 2011 2:16 PM
38	One of the most dangerous parts of my commute. I usually cross either Factoria Blvd or SE 36th St in the crosswalk with the pedestrian light. 75% of the time I am not seen by the drivers turning right from the freeway exit onto Factoria Blvd going south. The simply do not look where they are driving. [Trail connection concern]	Jul 29, 2011 2:01 PM
39	Need for much better methods from bikes to get on and off the trail along I-90 and under I-405. A rolled curb and more room to manover on the sidewalk would help. [Trail connection concern]	Jul 29, 2011 1:47 PM
40	extremely dangerous intersection. it would be ideal to have a bridge. I've almost got hit here twice. if a bridge is not possible, signage, improved ramp access and other improvements should be considered. [Trail connection concern]	Jul 29, 2011 1:28 PM
41	asdf	Jul 27, 2011 4:42 PM

**Page 3, Q2. Along SE 36th Street**

1	Nice bike lane here. [Neutral/positive]	Aug 10, 2011 4:14 PM
2	A seperated facility would allow for an easier ride up the hill toward Eastgate. Faster riders going west can use the street if they prefer. [Speed difference/other]	Aug 8, 2011 11:55 AM

**Page 3, Q2. Along SE 36th Street**

3	If a trail is put in extra trail width should be included due to the high speed of bike going down hill. [Speed difference/other]	Aug 8, 2011 11:02 AM
4	Great ride up and downhill. [Neutral/positive]	Aug 5, 2011 3:06 PM
5	Pretty tough riding with all of the driveways with people coming in and out. Could the path be on the Freeway side to avoid driveways?. Not the most scenic route. [Driveway/other conflicts]	Aug 4, 2011 12:12 PM
6	That's all pretty good both directions. [Neutral/positive]	Aug 3, 2011 9:36 PM
7	I like the nice existing shoulders and bike lanes. [Neutral/positive]	Aug 3, 2011 9:30 PM
8	satisfied with the changes you made, paving, cleaning, and striping the bike lane, adding the bike lane at factoria blvd and 36th [Neutral/positive]	Aug 3, 2011 8:00 PM
9	Fine until 150th Ave SE, then crowded intersection. [Driveway/other conflicts]	Aug 3, 2011 2:19 PM
10	ok [Neutral/positive]	Aug 3, 2011 1:40 PM
11	Remove the tabs projecting up thru the new asphalt which mark valve covers when the road was recently paved. They will tear a bike tire apart if hit. Needs a Marked Bike Lane. [Bike lane concerns]	Aug 3, 2011 1:12 PM
12	Am aware of traffic coming out from "Honda Hill" area businesses. [Driveway/other conflicts]	Aug 3, 2011 10:21 AM
13	High traffic at times but bike lane is good. [Neutral/positive]	Aug 2, 2011 9:19 PM
14	Not bad, but lots of traffic going to neighborhoods to the south and the plaza at the corner are a little scary. [Driveway/other conflicts]	Aug 2, 2011 7:39 PM
15	No problem with this [Neutral/positive]	Aug 2, 2011 5:51 PM
16	good place to ride because of low traffic volume [Neutral/positive]	Aug 1, 2011 10:38 PM
17	This is a bit of a climb, but, hey, ok- as long as traffic yields and we don't loose momentum, it's a good ride. [Neutral/positive]	Aug 1, 2011 10:29 PM
18	Grade is long, lots of traffic at shopping center, stop lights on hill make it difficult [Driveway/other conflicts]	Aug 1, 2011 8:21 PM
19	I generally ride in the bike lane and only occasionally feel concerned about cars entering the bike lane, usually its cars coming out of QFC parking lot that are trying to see left and have to crest the incline in order to see. The wide lane in front of Honda is great. [Neutral/positive]	Aug 1, 2011 7:58 PM
20	Heading east on 36th I worry about all the driveways because I am not very fast going up the hill but I think it is safe enough. [Neutral/positive]	Aug 1, 2011 7:31 PM
21	A wider, constant bike shoulder heading east and west. It starts and stops and changes width now. [Bike lane concerns]	Aug 1, 2011 4:56 PM
22	nicely marked bike path, drivers seem aware of cyclists east and westbound, missing bike lane westbound just after 142nd place SE The new median to cross to the overpass near the Korean restaurant causes cyclists to take the lane in	Aug 1, 2011 12:14 PM

**Page 3, Q2. Along SE 36th Street**

	order to avoid being squeezed to the curb. Motorists aren't happy about that. [Neutral/positive]	
23	Dangerous riding [Speed difference/other]	Jul 31, 2011 10:39 PM
24	Wider bike line, get rid of traffic islands near 37th street. Lane becomes too narrow. bike lane all the way to intersection with 150th [Bike lane concerns]	Jul 31, 2011 6:27 PM
25	Fine, except for absence of bike lane just before 150th Ave SE [Bike lane concerns]	Jul 31, 2011 2:43 PM
26	Pretty reasonable. Great bike lanes; okay as is. [Neutral/positive]	Jul 31, 2011 12:12 PM
27	Much improved, thank you [Neutral/positive]	Jul 31, 2011 10:32 AM
28	Good [Neutral/positive]	Jul 29, 2011 11:43 PM
29	Great, except east bound just past the turn around. Cars try to shoot the gap before the road narrows leading to the stoplight on 150th. [Bike lane concerns]	Jul 29, 2011 10:02 PM
30	Display a bike lane sign. [Bike lane concerns]	Jul 29, 2011 6:42 PM
31	A health grade, but not a problem. Striping could make it quite acceptable. [Neutral/positive]	Jul 29, 2011 6:31 PM
32	Not bad, once you clear the traffic congestion around Factoria Blvd. [Neutral/positive]	Jul 29, 2011 3:19 PM
33	Good bike lanes. [Neutral/positive]	Jul 29, 2011 2:28 PM
34	Get rid of the hill :) Other than that, it's really fine with a good bike lane, not too much traffic, and a couple of traffic lights. [Neutral/positive]	Jul 29, 2011 2:16 PM
35	Much traffic, risky at the QFC exit and other entry/exits but there is generally enough room on the street for cyclists. [Driveway/other conflicts]	Jul 29, 2011 2:01 PM
36	West-bound down the hill gets a bit sketchy with curbs and rough shoulder. Curbs should be painted to be very visible. [Driveway/other conflicts]	Jul 29, 2011 1:47 PM
37	dangerous, busy street. [Speed difference/other]	Jul 29, 2011 1:28 PM
38	asdf [Speed difference/other]	Jul 27, 2011 4:42 PM

**Page 3, Q3. 142nd Place SE bridge across I-90**

1	These are pretty wide lanes. Adding a bike lane on each side might just require some paint. This is what I would consider to be low-hanging fruit. [Need bike lane/more room]	Aug 10, 2011 4:14 PM
2	Fairly narrow as you head towards Bellevue College. Takes you out of the way if you are headed east [Need bike lane/more room]	Aug 8, 2011 11:55 AM

**Page 3, Q3. 142nd Place SE bridge across I-90**

3	Bike lane especially northbound which is uphill. I notice that there are no bus stops on the 142nd Street bridge. The bus stops are on the bus freeway ramps and near BCC after the bridge ends. Taking out the east sidewalk and using that space for bike lane/shoulder makes sense. Most people would be walking to the parking garage on the west sidewalk. [Need bike lane/more room]	Aug 8, 2011 11:02 AM
4	Great [Neutral/positive]	Aug 5, 2011 3:06 PM
5	If the path was on the freeway side it would avoid crossing 36th otherwise you have to get out in traffic or do the 2 crosswalk thing. Pretty dangerous [Turn onto 142nd concern]	Aug 4, 2011 12:12 PM
6	The 142nd Place SE bridge could use nicer road surface for bikes. The rough road-surface is not that great for bikes. It would be nice if the bridge had marked bike lane but the traffic lane is pretty wide and traffic is pretty light, so it usually feels roomy enough without an explicit marked lane. Maybe sharrows would help? [Need bike lane/more room]	Aug 3, 2011 9:36 PM
7	add a bike lane [Need bike lane/more room]	Aug 3, 2011 8:00 PM
8	The bridge is fine, but making the left turn from SE 36th can be dangerous if there is traffic. [Turn onto 142nd concern]	Aug 3, 2011 2:19 PM
9	fine [Neutral/positive]	Aug 3, 2011 1:40 PM
10	Just another intersection with a high volume of traffic so a cyclist has to be careful. Needs a Marked Bike Lane.. [Need bike lane/more room]	Aug 3, 2011 1:12 PM
11	Traffic lights at four corners. Okay biking area. [Neutral/positive]	Aug 3, 2011 10:21 AM
12	Have only gone that way once. Is not a route I normally take. [Not familiar]	Aug 2, 2011 9:19 PM
13	Not bad, but the steep grade changes on the north side make it impractical for bike traffic. [Neutral/positive]	Aug 2, 2011 7:39 PM
14	No problem with this [Neutral/positive]	Aug 2, 2011 5:51 PM
15	good option for crossing over 90 [Neutral/positive]	Aug 1, 2011 10:38 PM
16	I do not cross this- I've never needed to to date. [Not familiar]	Aug 1, 2011 10:29 PM
17	Just another grade after climbing for awhile, L turn access is difficult to maneuver in traffic [Turn onto 142nd concern]	Aug 1, 2011 8:21 PM
18	Rarely travel this; no issues on trips I've made. [Neutral/positive]	Aug 1, 2011 7:58 PM
19	If the is the bridge going to BCC I think it is fine [Neutral/positive]	Aug 1, 2011 7:31 PM
20	A bike lane both ways would provide better separation of buses, cars, pedestrians and cars. [Need bike lane/more room]	Aug 1, 2011 4:56 PM
21	Eastbound - positioning to turn up 142nd is a little dicey sometimes. Westbound - motorists don't always see me before they make a turn up 142nd. [Turn onto 142nd concern]	Aug 1, 2011 12:14 PM
22	no experience with riding that way [Not familiar]	Jul 31, 2011 6:27 PM

**Page 3, Q3. 142nd Place SE bridge across I-90**

23	Needs traffic calming [Need bike lane/more room]	Jul 31, 2011 3:32 PM
24	fine [Neutral/positive]	Jul 31, 2011 2:43 PM
25	good [Neutral/positive]	Jul 31, 2011 1:57 PM
26	Fine experience; sometimes a bit tight with the cars. Would be tough for less experienced riders. [Neutral/positive]	Jul 31, 2011 12:12 PM
27	I use this bridge often to get through the Eastgate area. It is an excellent bicyclist alternative to the Eastgate interchange. The only, minor drawback is the need to continue through the college campus to access points to the north. [Neutral/positive]	Jul 31, 2011 10:32 AM
28	This is a good section of road with room for cars and bikes. [Neutral/positive]	Jul 29, 2011 10:02 PM
29	A share lane sign on the road, [Need bike lane/more room]	Jul 29, 2011 6:42 PM
30	Fine [Neutral/positive]	Jul 29, 2011 6:31 PM
31	Not bad, compared to 150th; but I avoid it. [Neutral/positive]	Jul 29, 2011 3:19 PM
32	Harrowing if a bus is passing you. I sometimes take the sidewalk, but it is not wide enough for two way traffic. [Need bike lane/more room]	Jul 29, 2011 2:37 PM
33	Don't like it - feel too exposed to the buses and high speed crossing. Also, I have heard complaints about the bridge joints being treacherous for bikes. [Need bike lane/more room]	Jul 29, 2011 2:28 PM
34	No problem, especially with the crosswalk light. [Neutral/positive]	Jul 29, 2011 2:16 PM
35	Quite a rough road, narrow, mostly ok to ride because there is not a huge amount of traffic. [Need bike lane/more room]	Jul 29, 2011 2:01 PM
36	Never needed to use it. [Not familiar]	Jul 29, 2011 1:47 PM
37	no comments [Not familiar]	Jul 29, 2011 1:28 PM

**Page 3, Q4. Eastgate Interchange: 150th Ave SE and SE 36th and SE 37th St**

1	Confusing intersection. Easiest crossing at SE 36th is to go straight east	Aug 8, 2011 11:55 AM
2	Traffic backs up from the freeway onramp on SE 37th causing backups on the freeway offramp, SE 37th eastbound and 150th northbound. An extra lane on SE 37th from 150th to the freeway onramp would allow a bypass. Bike lanes for turning left and going straight would help. Additionally, the loss of the bike lane at the pedestrian bridge just west of 150th Ave SE is harrowing by forcing bikes into the sometimes fast moving traffic. I understand the need for a median safety area for pedestrians but the elimination of the bike lane when the car lane constricts causes conflicts between bikes and cars.	Aug 8, 2011 11:02 AM
3	OK [Neutral/positive]	Aug 5, 2011 3:06 PM

**Page 3, Q4. Eastgate Interchange: 150th Ave SE and SE 36th and SE 37th St**

4	This is 150th is a mess and very dangerous. I have ridden a lot of places all across the country and that has more traffic coming from more directions than just about anywhere. A real challenge for the designers to keep the bikers out of harms way. [Dangerous (general)]	Aug 4, 2011 12:12 PM
5	I hate SE 37th and the tunnel under I-90 while on my bike. I do whatever is necessary to avoid them. That section feels very dangerous that I was surprised we took it on the group ride last week. [Dangerous (general)]	Aug 3, 2011 9:36 PM
6	I try and use the pedestrian/cycle bridge whenever possible. Bike lane markings through the intersection would be nice. [Need bike lane/signage]	Aug 3, 2011 9:30 PM
7	tunnel is intimidating; sidewalk too narrow. access to the tunnel from south forces crossing traffic and moving left. add a cross walk? bike lane? bike crossing signage? [Need bike lane/signage]	Aug 3, 2011 8:00 PM
8	Often very crowded and dangerous for bicycles. [Dangerous (general)]	Aug 3, 2011 2:19 PM
9	dicey, again, you just need to be careful [Dangerous (general)]	Aug 3, 2011 1:40 PM
10	I don't usually use SE 37th due to the tunnel which I avoid [Not familiar/do not use]	Aug 3, 2011 1:12 PM
11	Not my normal route. [Not familiar/do not use]	Aug 3, 2011 10:21 AM
12	Needs a bike lane in center of intersection going east and west like the one at Factoria and 36th. [Need bike lane/signage]	Aug 2, 2011 9:19 PM
13	Only good when traffic is light. This is not bike friendly, unless you can get on the bypass, on the north side of the bypass is still not bike friendly for the on/off. [Dangerous (general)]	Aug 2, 2011 7:39 PM
14	Light doesn't always change for me on my bike, works better if a car is in the sensor [Other]	Aug 2, 2011 5:51 PM
15	too much traffic. signals ok. [Dangerous (general)]	Aug 1, 2011 10:38 PM
16	This requires some patience, and confidence riding in traffic. [Dangerous (general)]	Aug 1, 2011 10:29 PM
17	I am always going straight so it is ok. Immediately prior to the intersection; an island was inserted leaving no room for a cyclist and a car at the same time. There is bike lane immediately prior and then.....squeeeeeze [Dangerous (general)]	Aug 1, 2011 8:21 PM
18	Rarely ride through here. [Not familiar/do not use]	Aug 1, 2011 7:58 PM
19	OK for a busy intersection [Neutral/positive]	Aug 1, 2011 7:31 PM
20	Congestion at rush hour can make it hard to get to the bike lane painted between turning and through traffic. [Need bike lane/signage]	Aug 1, 2011 4:56 PM
21	I rarely turn left from SE 36th St to 150th Ave SE. The 3 times that I've taken this turn, it has been fine. [Neutral/positive]	Aug 1, 2011 12:14 PM
22	Neither direction feels safe due to too much traffic and not enough room.	Jul 31, 2011 10:39 PM



**Page 3, Q4. Eastgate Interchange: 150th Ave SE and SE 36th and SE 37th St**

	[Dangerous (general)]	
23	sharrows approaching intersectin and green box near front for bikes truning left or going straight on 36th. [Need bike lane/signage]	Jul 31, 2011 6:27 PM
24	Needs bike line for last portion of SE 36th to to 150th. [Need bike lane/signage]	Jul 31, 2011 2:43 PM
25	Lights are too quick for many cyclists; especially if we're backed up behind traffic. Also, many cyclists are sure where they should be positioned in the lanes. Mark that on the road and it would be better. [Need bike lane/signage]	Jul 31, 2011 12:12 PM
26	This interchange a good cyclist route if traveling east-west, but a nightmare for those traveling north-south. The pedestrian bridge is helpful for north/south riders, Any other route across this area (for example 150th to the tunnel and under 1-90; or directly across the freeway via 150th) places cyclists in dangerous traffic. [Dangerous (general)]	Jul 31, 2011 10:32 AM
27	OK [Neutral/positive]	Jul 29, 2011 10:02 PM
28	ok [Neutral/positive]	Jul 29, 2011 6:42 PM
29	Doesn't bother me [Neutral/positive]	Jul 29, 2011 6:31 PM
30	I don't even like this interchange in my car. I wouldn't ever do it on a bike. Way too many interactions. Getting *around* it on 36/37/38th is not bad overall. [Dangerous (general)]	Jul 29, 2011 3:19 PM
31	Ok - could use better bike lane(s). Right now we are mixed in with the traffic. [Need bike lane/signage]	Jul 29, 2011 2:28 PM
32	Very confusing, poorly signed for the bicyclist (I thought we were going on I-90!) and quite dangerous to cross a lane of turning traffic. [Need bike lane/signage]	Jul 29, 2011 2:16 PM
33	Don't ride this. [Not familiar/do not use]	Jul 29, 2011 2:01 PM
34	access from the Ped bridge onto SE 36 is very tight, with limited visablity. Designed for pedestrians, not for bikes to get onto SE 36 going west. Provide more sidewalk area and visability. [Need bike lane/signage]	Jul 29, 2011 1:47 PM
35	VERY congested interchange. would be ideal to not have to make the left and then immediate right at albertsons. [Dangerous (general)]	Jul 29, 2011 1:28 PM

**Page 3, Q5. Tunnel under I-90**

1	I'm not sure if it is legal to ride along the sidewalk here, but that's what I'd do if I were on my own. I'm pretty fearless, but riding in traffic was a bit nerve-racking here. [Narrow/bike lane/signage]	Aug 10, 2011 4:14 PM
2	Very narrow. Not comfortable for bicyclist or pedestrians [Narrow/bike lane/signage]	Aug 8, 2011 11:55 AM
3	Bike lanes would be nice but very difficult. What about flashing sign or two	Aug 8, 2011 11:02 AM

**Page 3, Q5. Tunnel under I-90**

	saying slow moving traffic. If radar senses traffic below say 25 MPH the signs flash warning drivers. [Narrow/bike lane/signage]	
4	Bad ride [Dangerous/scary]	Aug 5, 2011 3:06 PM
5	Really didn't like it. Maybe it can be made better with dividers, but didn't like the feel of it. [Dangerous/scary]	Aug 4, 2011 12:12 PM
6	I hate SE 37th and the tunnel under I-90 while on my bike. I do whatever is necessary to avoid them. [Dangerous/scary]	Aug 3, 2011 9:36 PM
7	It's very dicey going through this tunnel. I like the idea of providing a nice wide shoulder for either direction for cyclists - not just the sidewalk. [Dangerous/scary]	Aug 3, 2011 9:30 PM
8	tunne comments above [Dangerous/scary]	Aug 3, 2011 8:00 PM
9	It's great when there is not any traffic or debris on the road. Otherwise it can be hazardous. [Debris]	Aug 3, 2011 2:19 PM
10	Scarey! [Dangerous/scary]	Aug 3, 2011 1:40 PM
11	I stay away as the lighting is not very good for observation purposes such as debris on the pavement or being seen by drivers with poor night vision. [Dangerous/scary]	Aug 3, 2011 1:12 PM
12	Not my normal route. [Not familiar/do not use]	Aug 3, 2011 10:21 AM
13	Don't ride here. [Not familiar/do not use]	Aug 2, 2011 9:19 PM
14	Never been. [Not familiar/do not use]	Aug 2, 2011 7:39 PM
15	This portion of my ride always causes the most concern. I think motorists are least expecting cyclists here. Also, getting on the curb requires a dismount. [Dangerous/scary] [Narrow/bike lane/signage]	Aug 2, 2011 6:02 PM
16	Way too dark, no bike lane, I'm scarred to ride this [Dangerous/scary]	Aug 2, 2011 5:51 PM
17	I would be nervous to enter a tunnel on a bike thinking the cars can't see me [Dangerous/scary]	Aug 1, 2011 10:38 PM
18	I have not biked though it- I have actually never encountered a bike in it... [Not familiar/do not use]	Aug 1, 2011 10:29 PM
19	Poorly lit, inadequate shoulder, loud and dangerous [Dangerous/scary]	Aug 1, 2011 8:21 PM
20	Occassionally ride through here; no shoulder, don't feel safe and always make sure I have my lights! [Dangerous/scary]	Aug 1, 2011 7:58 PM
21	Scary, not sure if cars will see me so I just go fast. [Dangerous/scary]	Aug 1, 2011 7:31 PM
22	It could use better lighting and sharrows on the roadway. [Narrow/bike lane/signage]	Aug 1, 2011 4:56 PM
23	I rarely ride this. [Not familiar/do not use]	Aug 1, 2011 12:14 PM
24	It is very dark to ride inside of with little shoulder. [Dangerous/scary]	Aug 1, 2011 7:30 AM

**Page 3, Q5. Tunnel under I-90**

25	THis tunnel is terrifying for cyclists. When I rode my bike in the tunnel, it was difficult to know where cars were coming from; very dangerous overall. [Dangerous/scary]	Jul 31, 2011 10:39 PM
26	no experience [Not familiar/do not use]	Jul 31, 2011 6:27 PM
27	Needs separation [Narrow/bike lane/signage]	Jul 31, 2011 3:32 PM
28	Needs wider bike lane [Narrow/bike lane/signage]	Jul 31, 2011 2:43 PM
29	Don't use this. [Not familiar/do not use]	Jul 31, 2011 12:12 PM
30	Getting to this tunnel from the south side is difficult, as one must either ride through two busy intersections (where there is no shoulders or accommadation for bicycles) or cut through a grocery store parking lot. Not a safe alternative. The tunnel itself is not bad, though there is little shoulder room, and no where to move right to if a car passes too close. The sidewalk is fine for walking/running, but not wide enough to ride a bike on. [Narrow/bike lane/signage]	Jul 31, 2011 10:32 AM
31	scary, dark, hard for eyes to adjust [Dangerous/scary]	Jul 31, 2011 7:45 AM
32	Bike lane is pretty narrow. There is a broken glass on the ground problem in the tunnel. Use the sidewalk in the tunnel when traffic is heavy. [Narrow/bike lane/signage]	Jul 29, 2011 10:02 PM
33	Keeping loose debris away. [Debris]	Jul 29, 2011 6:42 PM
34	Not good, and the changes suggested won't make it enough better to be a feasible route. Forget this one. [Dangerous/scary]	Jul 29, 2011 6:31 PM
35	Preferred way to cross I-90 in this area. Nice connection to W Lk Samm Pkwy. Not as heavily traveled. [Neutral/positive]	Jul 29, 2011 3:19 PM
36	Sharrows would be good, to alert motorists to presence of bikes (this is my daily commute path). [Narrow/bike lane/signage]	Jul 29, 2011 2:28 PM
37	No problem with low traffic volume. I don't know if it ever has serious car traffic, in which case I would be concerned. [Neutral/positive]	Jul 29, 2011 2:16 PM
38	Don't ride this. [Not familiar/do not use]	Jul 29, 2011 2:01 PM
39	Try not to use. Scarry. Too dark, too narrow. [Dangerous/scary]	Jul 29, 2011 1:47 PM
40	keep the tunnel clean of debris/glass [Debris]	Jul 29, 2011 1:28 PM

**Page 3, Q6. Intersection of Eastgate Ave SE at 150th Ave SE**

1	Better signage [Need bike lane/signage]	Aug 8, 2011 11:55 AM
2	For westbound bikes a bike lane for straight. This would include a bike lane on the far side of the intersection. For bikes turning north a bike lane which then connects to the trail by the bowling alley and temple. [Need bike lane/signage]	Aug 8, 2011 11:02 AM

**Page 3, Q6. Intersection of Eastgate Ave SE at 150th Ave SE**

3	Unknown [Not familiar/do not ride]	Aug 5, 2011 3:06 PM
4	Not too bad I thought. Went with the light and it felt OK. [Neutral/positive]	Aug 4, 2011 12:12 PM
5	What a stupid mess for bike riders! I feel like I'm taking my life in my hands every time I'm anywhere near this section of road on my bike. (Truth be told, I don't like it that much in my car either.) [Dangerous/busy]	Aug 3, 2011 9:36 PM
6	This is the worst intersection for cyclists to get through safely. Please provide well marked bicycle lanes to go through especially eastbound on Eastgate Way. [Need bike lane/signage]	Aug 3, 2011 9:30 PM
7	Can be busy, but not too bad. [Neutral/positive]	Aug 3, 2011 2:19 PM
8	ok [Neutral/positive]	Aug 3, 2011 1:40 PM
9	I have not had any problems with this intersection but I have to be careful due to the proximity of cars on both sides. It would be nice to have a Bike Lane at this Intersection for safety reasons and to stake out territory for the bikes amid a horde of cars. [Need bike lane/signage]	Aug 3, 2011 1:12 PM
10	Not my normal route. [Not familiar/do not ride]	Aug 3, 2011 10:21 AM
11	Needs better bike signage. I don't usually ride that way. [Need bike lane/signage]	Aug 2, 2011 9:19 PM
12	Never been. [Not familiar/do not ride]	Aug 2, 2011 7:39 PM
13	I avoid this [Actively avoid]	Aug 2, 2011 5:51 PM
14	ok [Neutral/positive]	Aug 1, 2011 10:38 PM
15	I stay on the south side of I-90 [Not familiar/do not ride]	Aug 1, 2011 10:29 PM
16	I avoid this one like the plague! [Actively avoid]	Aug 1, 2011 8:21 PM
17	Very frequently here; light to cross intersection heading west is VERY short! When crossing with group of 5-6 other cyclists, seems we frequently do not all make it through. [Dangerous/busy]	Aug 1, 2011 7:58 PM
18	Needs a separate lane for through bicyclists on Eastgate Way. [Need bike lane/signage]	Aug 1, 2011 4:56 PM
19	I rarely ride this. [Not familiar/do not ride]	Aug 1, 2011 12:14 PM
20	This is fine [Neutral/positive]	Aug 1, 2011 7:30 AM
21	Lots of bus traffic; buses will pass you and then stop right in front of you. [Dangerous/busy]	Jul 31, 2011 10:39 PM
22	no expereince [Not familiar/do not ride]	Jul 31, 2011 6:27 PM
23	To many cars, to many lanes [Dangerous/busy]	Jul 31, 2011 2:43 PM
24	Okay with this [Neutral/positive]	Jul 31, 2011 12:12 PM

**Page 3, Q6. Intersection of Eastgate Ave SE at 150th Ave SE**

25	This is a very congested part of the Eastgate, regardless of which direction one is traveling. Traveling through this intersection, onto 150th to cross the freeway, is dangerous. I've ridden through it a few times (east-west) but generally try to avoid it. [Dangerous/busy]	Jul 31, 2011 10:32 AM
26	completely avoid this [Actively avoid]	Jul 31, 2011 9:51 AM
27	Quite busy, feels awkward to be in the lane with cars [Dangerous/busy]	Jul 29, 2011 11:43 PM
28	Take the skybridge when riding this area. Road in front of Ballys can be dangerous when turning onto Eastgate way. [Dangerous/busy]	Jul 29, 2011 10:02 PM
29	Show a bike lane or a share lane symbol. [Need bike lane/signage]	Jul 29, 2011 6:42 PM
30	Not great, but OK [Neutral/positive]	Jul 29, 2011 6:31 PM
31	Gotta do this to get from Lk Samm to the I-90 trail. Tedious, but not as bad as the interchange and bridge. [Neutral/positive]	Jul 29, 2011 3:19 PM
32	I avoid this intersection. [Actively avoid]	Jul 29, 2011 2:28 PM
33	No problem [Neutral/positive]	Jul 29, 2011 2:16 PM
34	Don't ride this very often. [Not familiar/do not ride]	Jul 29, 2011 2:01 PM
35	Typically use it going south from Eastgate Ave onto 150th. Can be an issue when cars are coming off the exit ramp onto 150th South. Typically I "hop" over onto the Ped bridge just south of the I-90 overpass to get to SE 36th. That transition area could be smoother. [Dangerous/busy]	Jul 29, 2011 1:47 PM
36	asdf	Jul 27, 2011 4:42 PM

**Page 3, Q7. Along Eastgate Way**

1	A good bike lane here, but it would be nice if it started a couple blocks earlier at the east end of the Park and Ride.	Aug 10, 2011 4:14 PM
2	Eastgate Way has problems at the intersection by Dairy Queen and Chaplin Motors. Very difficult for cars entering and exiting. Lots of traffic!	Aug 8, 2011 11:55 AM
3	Westbound (west of 150th the bike lanes and shoulders start and end several times. Consistency would help by eliminating the merging into the traffic lane. Also a bike lane westbound from the 4 way stop to near 156th Ave SE would help.	Aug 8, 2011 11:02 AM
4	Unknown [Not familiar/do not use]	Aug 5, 2011 3:06 PM
5	I kind of like the route along Eastgate Way going down the hill. I hate it when you get to Factoria Blvd and have to go under I-90 on the road. It seemed very unsafe to get back the the trail on the south side. [Driveway & I-90 conflicts]	Aug 4, 2011 12:12 PM
6	Due to the lack of bike lane or shoulder, I've never even attempted to ride my	Aug 3, 2011 9:36 PM

**Page 3, Q7. Along Eastgate Way**

	bike eastbound on Eastgate Way. It's just too scary, and I'm a somewhat experienced urban/road rider. On the few times that I've use Eastgate Way, I felt it necessary to get out into the lane to feel somewhat safe. [Need bike lane/signage]	
7	At least there's a wide shoulder in the eastbound direction - that's good and should be duplicated for westbound. [Need bike lane/signage]	Aug 3, 2011 9:30 PM
8	more bike lane [Need bike lane/signage]	Aug 3, 2011 8:00 PM
9	Can be dangerous for bicyclcs going East as cars are trying to access I-90 Westbound. [Driveway & I-90 conflicts]	Aug 3, 2011 2:19 PM
10	ok [Neutral/positive]	Aug 3, 2011 1:40 PM
11	It would be nice to have a Bike Lane marked out along the curb, [Need bike lane/signage]	Aug 3, 2011 1:12 PM
12	Not my normal route. [Not familiar/do not use]	Aug 3, 2011 10:21 AM
13	Needs better bike lane in both directions east of 150th. [Need bike lane/signage]	Aug 2, 2011 9:19 PM
14	Never been. [Not familiar/do not use]	Aug 2, 2011 7:39 PM
15	A lot of cars make right turns, I prefer to ride on SE 36th Street [Driveway & I-90 conflicts]	Aug 2, 2011 5:51 PM
16	too many crossroads and driveways where cars pull out [Driveway & I-90 conflicts]	Aug 1, 2011 10:38 PM
17	I stay on the south side of I-90 [Not familiar/do not use]	Aug 1, 2011 10:29 PM
18	Don't ride this either. [Not familiar/do not use]	Aug 1, 2011 8:21 PM
19	Rarely ride here. [Not familiar/do not use]	Aug 1, 2011 7:58 PM
20	No special problems, but it could use a westbound bike lane: quite a few driveways on the north side of the roadway can mean a need for evasive maneuvers as people are pulling out to make their left or right turns. [Need bike lane/signage]	Aug 1, 2011 4:56 PM
21	I rarely ride this. [Not familiar/do not use]	Aug 1, 2011 12:14 PM
22	Needs a wider shoulder [Need bike lane/signage]	Aug 1, 2011 7:30 AM
23	Lots of bus traffic makes it difficult for cyclists to have enough room to safely share the road with other vehicles. [Need bike lane/signage]	Jul 31, 2011 10:39 PM
24	no expereince [Not familiar/do not use]	Jul 31, 2011 6:27 PM
25	Feels like a big road [Busy/debris/other]	Jul 31, 2011 3:32 PM
26	To many cars, to many lanes [Busy/debris/other]	Jul 31, 2011 2:43 PM
27	Okay with this [Neutral/positive]	Jul 31, 2011 12:12 PM

**Page 3, Q7. Along Eastgate Way**

28	Eastgate way is not bad. The intersection on Factoria is difficult because one is negotiating with the freeway entrance traffic to access the sidewalk/bike path on the westside. And the section from 150th past Dairy Queen to 156th is congested on the north side, the south side of this route is not bad. [Neutral/positive]	Jul 31, 2011 10:32 AM
29	not too bad--really appreciate the new bike lane in the middle of the intersection on Richards Road [Neutral/positive]	Jul 31, 2011 9:51 AM
30	lots of traffic bike lane narrow [Need bike lane/signage]	Jul 31, 2011 7:45 AM
31	Good [Neutral/positive]	Jul 29, 2011 11:43 PM
32	Up hill is fine except for thorned vines growing into the bike lane and glass. The down hill section scares me because of gravel and glass on the road. [Busy/debris/other]	Jul 29, 2011 10:02 PM
33	ok [Neutral/positive]	Jul 29, 2011 6:42 PM
34	OK [Neutral/positive]	Jul 29, 2011 6:31 PM
35	Good except for the above-mentioned locations. [Busy/debris/other]	Jul 29, 2011 3:19 PM
36	Too much cross traffic, I generally avoid. [Driveway & I-90 conflicts]	Jul 29, 2011 2:28 PM
37	No problem [Neutral/positive]	Jul 29, 2011 2:16 PM
38	Generally a good place to ride. Going west is a bit scary since a bike can be going pretty fast and there are driveways. Going east is pretty good except when the margin gets full of crud and/or the black berry vines hang down from the freeway. [Busy/debris/other]	Jul 29, 2011 2:01 PM
39	Don't use it. Prefer SE 36th and Newport Way [Not familiar/do not use]	Jul 29, 2011 1:47 PM
40	asdf	Jul 27, 2011 4:42 PM

**Page 4, Q1. Please tell us what you liked and did not like about the event on July 26.**

1	It was quite well organized--and I was pleasantly surprised by the attendance. There were more riders than I had expected.	Aug 10, 2011 4:14 PM
2	Going along the routes was very informative. I had a hard time figuring out the map, but once I did it made sense. If they could have had a large route map at the two discussion locations it would have really helped because the discussion leader was trying to do it by verbally going thru the streets which was just numbers to me.	Aug 4, 2011 12:16 PM
3	As a bike ride, it was pretty slow-paced. As a city planning, feedback-gathering event, I was really happy to see more than 40 riders show up!	Aug 3, 2011 9:44 PM
4	I liked the opportunity to see and hear what you're working on in the way of improvements for the corridor. You did a good job facilitating the event.	Aug 3, 2011 9:33 PM



**Page 4, Q1. Please tell us what you liked and did not like about the event on July 26.**

5	I enjoyed learning about the plans and the constraints the city has	Aug 3, 2011 8:00 PM
6	The weather was pretty nice for riding. Thank you for that. It was good that the group stayed together, pretty much. And the stops were interactive and informative. One thing I think could have been better was the maps. They were pretty difficult to read, and did not have any detailed route information.	Aug 3, 2011 2:26 PM
7	the whole thing reeked of government overworking and over spending!	Aug 3, 2011 1:40 PM
8	No Comment	Aug 3, 2011 1:14 PM
9	It took a while to get going.	Aug 3, 2011 10:21 AM
10	I just liked riding in a group. I really don't have much input on the trail system itself. In general I just think we need more bike lanes and trails when possible. I don't mind how far they might take me out of my way; I'm interested in safety mostly, and the care of the trail/path (i.e., no debris).	Aug 3, 2011 10:11 AM
11	I did not attend.	Aug 2, 2011 9:22 PM
12	unfortunately did not make it.	Aug 2, 2011 7:39 PM
13	Very well run	Aug 2, 2011 1:55 PM
14	Well, I couldn't get there after work. But it was a great idea- I hope it was well attended and that good input was relayed.	Aug 1, 2011 10:35 PM
15	I liked that cyclists were asked. It would have been better if the current issues were listened to rather than told, "that is out of scope". The point in telling about them is to learn a lesson from the mistakes such as the one on 36th to the crossway bridge.	Aug 1, 2011 8:23 PM
16	Could not attend.	Aug 1, 2011 7:58 PM
17	sorry, missed it	Aug 1, 2011 7:31 PM
18	It might have been helpful if the riders had a better idea of what kind of feedback was being sought and had advance notice of the various alternatives to give them more consideration.	Aug 1, 2011 5:00 PM
19	Although it didn't work as I had hoped, I liked having the event. I really like having the follow up survey for additional comments.	Aug 1, 2011 12:17 PM
20	Terms used by city planner were sometimes too vague. Plus, I don't really know street names so he lost me when he started talking about features of one route over another. I know features and land marks better than streets.	Aug 1, 2011 11:45 AM
21	Could not attend event due to work commitments	Jul 31, 2011 10:40 PM
22	might consider a weekend morning for those with long work schedules, great idea however	Jul 31, 2011 6:28 PM
23	I was out of town, so cannot comment.	Jul 31, 2011 12:13 PM
24	I did not attend, though I wish I could have.	Jul 31, 2011 10:32 AM

**Page 4, Q1. Please tell us what you liked and did not like about the event on July 26.**

25	would have been good to have a little longer ride, less talk, and more fun. most significantly, I couldn't read the map street names or easily figure out where the proposed routes were. When the leader talked about street names (mostly numbers) I didn't know what he was referring to.	Jul 31, 2011 7:46 AM
26	Good to have a say as a cyclist. Too bad many riders got off topic and wanted to talk about other issues. If there were funds available a skybridge at the intersections of Factoria Blvd. & 36th would be much safer. At a minimum there should be green painted sections and stripes with reflectors showing cars turning right on Factoria Blvd. from the off ramp which way bicycles will be transitioning from the road to the sidewalk.	Jul 29, 2011 10:06 PM
27	Saw the mane ways we ride the road and the different riders.	Jul 29, 2011 6:47 PM
28	I thought the event was good and helpful.	Jul 29, 2011 6:33 PM
29	I was not feeling well and couldn't make it, unfortunately.	Jul 29, 2011 3:24 PM
30	N/A	Jul 29, 2011 2:29 PM
31	I didn't feel that the project was clearly explained, and the maps did not help at all. I still don't really understand what the goal is -- is this to complete connection with the existing trail? If so, where do the alternatives connect to it?	Jul 29, 2011 2:18 PM
32	would have preferred a 7:30 pm start. Too difficult to get there immediately after work. or a Saturday morning.	Jul 29, 2011 1:47 PM
33	Franz very knowledgeable..good example of why I have a high regard of City staff and the planning department.	Jul 29, 2011 1:29 PM

**Page 4, Q2. Do you have any other comments?**

1	Great work!	Aug 10, 2011 4:14 PM
2	The I90 route most in need of a fix is the part from East Mercer Way to Factoria Blvd at SE 36th.	Aug 5, 2011 3:08 PM
3	This is good to have this chance for input because the comment locations were dominated by a few individuals.	Aug 4, 2011 12:16 PM
4	Franz, please keep me informed of additional planning developments. As a 20+ year city of Bellevue resident and every-day bike commuter to the Eastgate area, I am keenly interested in this project. My email is keithst@msn.com. Thanks, Keith	Aug 3, 2011 9:44 PM
5	Please ask whatever agency is responsible for the paved trail alongside I-90 (from Sambica to SE 35th parking lot, our turnaround point) to please repave the trail and remove the Cottonwood trees that produce the roots that buckle up the pavement. It's horrible for bicycle riding and I avoid the trail because of it. Thank you, Craig B	Aug 3, 2011 9:33 PM
6	One of the first questions asked about my comfort riding in traffic. I chose the	Aug 3, 2011 2:26 PM

**Page 4, Q2. Do you have any other comments?**

	response that was closest to my answer, but that was not completely accurate. The truth is that while I do ride on roads that do not have wide curb lanes or bike paths, I am not really comfortable doing so.	
7	THanks for the opportunity to chime in on the corridor route.	Aug 3, 2011 10:21 AM
8	Thanks for asking!	Aug 3, 2011 10:11 AM
9	I would like a better bike path across the Mercer Slough. It's too narrow and a lot of others (runners, walkers, dog walkers) are using it, makes for an unsafe area.	Aug 2, 2011 9:22 PM
10	The intersection of the I-90 trail and Factoria/Richards road needs to be a high priority.	Aug 2, 2011 7:39 PM
11	I'm truly grateful that there is this kind of long-range planning going on, and hope that there will continue to be ways to fund projects like this, so that the Eastside will age gracefully as a liveable community, and be as bikeable and pedestrian friendly as possible. Keep up the good work!	Aug 1, 2011 10:35 PM
12	Thanks for asking.	Aug 1, 2011 8:23 PM
13	Thanks for your work to improve our community for cyclists!	Aug 1, 2011 7:58 PM
14	This was a very good idea to have this ride. A lot of riders know their own route, but not the routes that others use in the corridor. Gives a different perspective on the challenges and solutions.	Aug 1, 2011 5:00 PM
15	Thank you and keep up the great work! Bellevue is a wonderful place to ride!	Aug 1, 2011 12:17 PM
16	Wasn't able to attend July 26th event but would be interested in future events	Jul 31, 2011 4:22 PM
17	Appreciate that you're asking those of us who ride regularly what our thoughts are...only our collective best thinking can help us arrive at the best conclusion.	Jul 31, 2011 12:13 PM
18	Thank you for providing this survey opportunity.	Jul 31, 2011 10:32 AM
19	providing maps for the previous page would have been so helpful...I embarrassingly admit that I don't pay attention to the street names/numbers when I ride so have little idea what you're referring to in these questions.	Jul 31, 2011 9:52 AM
20	Happy to help and glad I participated.	Jul 31, 2011 7:46 AM
21	Excited about the new path going in behind the Factoria movie theatre!	Jul 29, 2011 10:06 PM
22	I think the route, although in Bellevue should consider where it dumps you out even if you have little control of it. Also we want to encourage cycling and we want to plan for what it will be, not what it is.	Jul 29, 2011 6:33 PM
23	I did a two week biking tour of Holland/Belgium this summer and am amazed by the facilities and amount of support for cycling there. The cities have dedicated, well-marked (colored red) bicycling lanes and often separate paved paths alongside the vehicle roads. They make our facilities here in the USA look pathetic. Our area is better than most, but any improvements locally are very appreciated!	Jul 29, 2011 3:24 PM

**Page 4, Q2. Do you have any other comments?**

24	Go Cynthia!	Jul 29, 2011 2:29 PM
25	Well, I'm glad you're doing this. There is much room for improvement for cycling in Bellevue.	Jul 29, 2011 2:03 PM
26	asdf	Jul 27, 2011 4:42 PM